

ABSTRACT OF THE DISCLOSURE

A power transmission for a motor vehicle. The transmission includes a plurality of transmission ratio steps defined by pairs of gear carried on parallel shafts, and final output mechanisms for engaging desired transmission ratio steps. The final output mechanisms are operable for controlling the engagement of respective transmission ratio steps to minimize tractive force interruption by allowing rapid gear changes to be effected to reduce the times between shifts of gears. By sensing accelerator pedal position and vehicle speed a new transmission ratio step to be subsequently engaged can be pre-selected while an engaged gear remains engaged.